

Maritime Shipboard Allowance Study



- ***Outline ...***
- *Background*
- *The Study*
- *POM Paper*
- *Action Item update*

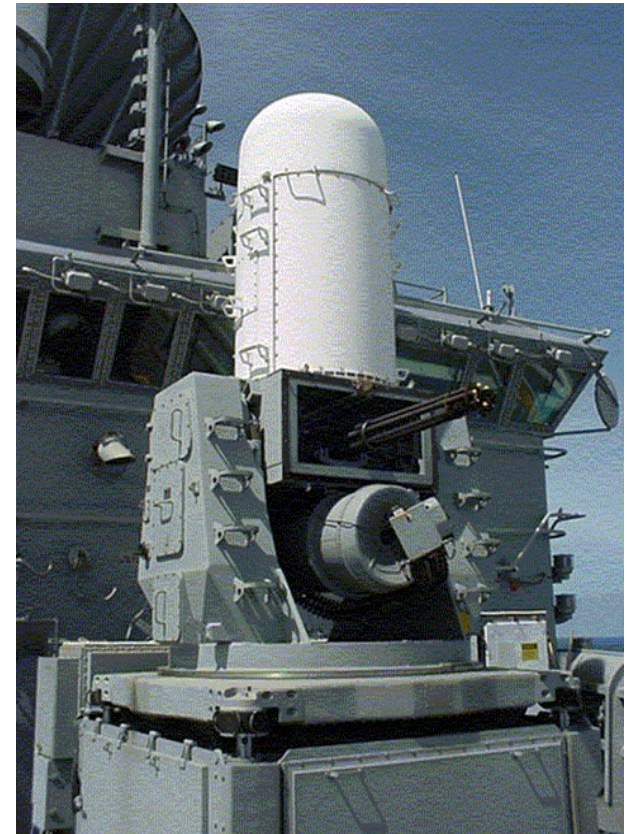
Background ...

- **Flag Board...PAC/LANT FLT Msg ...**
asked for comprehensive review
 - *Model overview ... history & strategy*
 - *Allowance range and depth disparities ... why the differences?*
 - *Net and gross effectiveness performance and goals ... what's the right number ... "What's that buy?"*
- **SUP tasked with coordination**



The Study ... Goals & Objectives

- **The Models & Maintenance...**
 - ***COSAL evolution ... how the models change over time & how they work***
 - ***Configuration maintenance and management ... update process***
 - ***Data Quality ... differences from hull to hull ... data integrity***
 - ***Performance ... Operational Availability (Ao) and Gross Effectiveness (GE)***





Progress Update ... The Issues

- **Major Issues**

- ***RBS not applied to all ships/systems where RBS allowance product exists***
- ***Non-RBS allowances standardization & update process***
- ***SIM allowance computations***
- ***3M Data disconnect***
- ***Shipboard allowances on multi-ASI products discovered missing***
- ***No master file of shipboard allowances***
- ***Inventory effectiveness goals are not established for shipboard retail allowances***

• The Fix...

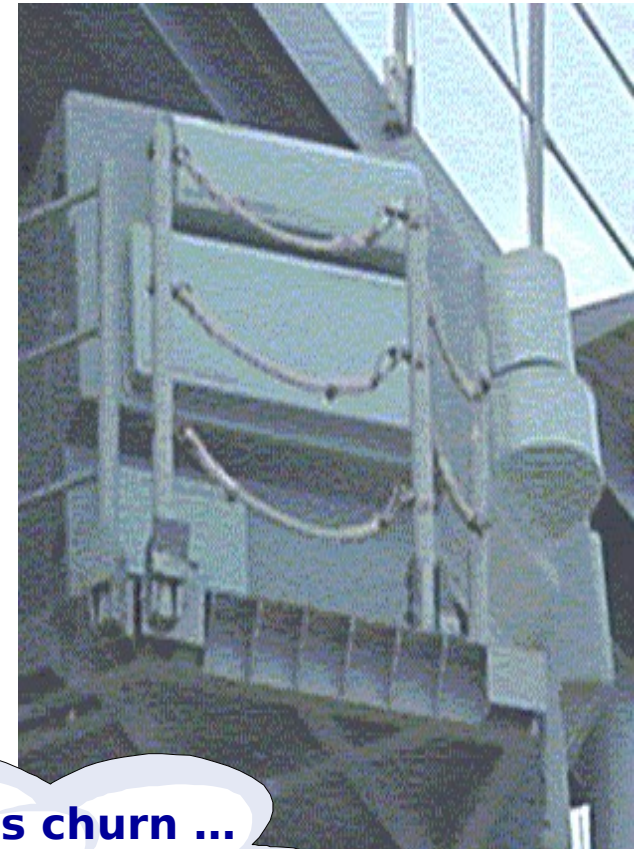
- Target ships DDG and CG 47
- 17 systems, 66 platforms, 168 upgrades
- Examples ...

Average Ao
improvement of
19% ... cost, \$8M

<u>System</u>	<u>A_o .5FLSIP</u>	<u>A_o RBS</u>
CG-47 IFF	.85	.95
SQQ 89	.55	.91
Machinery Control System	.68	.96

Progress Update ... Non-RBS Standardization

- A new approach...
 - ***Use deferred maintenance and Not Carried Demand as tripwire***
 - ***Focus on APL vice Hull***
 - ***Develop allowances where it helps, deploy across the fleet and freeze***
 - ***Institute annually and update process***



**Freezing allowances reduces churn ...
increases accuracy and enables
systematic
updates tied to the budget process.**

Progress Update ... Process Oversight

•The Problems ...

- A₀ assessments not conducted on all systems ...
RBS not implemented or updated as required***
- System performance not assessed annually***
- COSAL maintenance limited in focus and
visibility ... needs increased fleet involvement***

•The Solution...

- Fund and conduct annual performance
assessments across all systems***
- Establish Maritime Allowance Working Group***
 - Membership ... all stakeholders**
 - Purpose...**
 - Monitor performance***
 - Set readiness based priorities***
 - Provide execution oversight***

• Still working ...

- SIM allowance computations ... Developing RS**
- 3M Data disconnect ... RSupply problem need RS**
- Shipboard allowances on multi-ASI products discovered missing ... finished research ... deploying updates**
- No master file of shipboard allowances ... work in progress**
- Inventory effectiveness goals are not established for shipboard retail allowances.**
 - ICP conducting analysis**

POM 04 ...

The Issue Paper

- **Includes Three Major Pieces...**
 - ***RBS back fit ... \$8M***
 - ***ASI retransmission ... \$21.8M***
 - ***Non-RBS fix... \$46.6M***
- **N41 Assist**
 - ***Updating BAM to include back fit and retransmission***
 - ***Considering Non-RBS Allowances***
- **RBS Engineering Maintenance**
 - ***Annual RBS program analysis...\$3.5M***

What we found

- **No Master Allowance file ashore**
- **Pre-99 NSAF to ASI disconnects**
- **ASI 127-132 Fallout**
- **Degree of allowance non-standardization**
- **SIM order qty issue**
- **No shipboard supply support goals**
- **Weapon systems not meeting Ao goals and not being re-optimized**
- **R-supply to OMMS-NG including 3M disconnects**



What are we doing about it?

- **COSAL masters ashore is two phased at this time. Phase 1 would lay up a web accessible flat file of COSALs and updates NAVICP has developed. (Phased 1 Nov. 01- 15 January 02). Phase 2 will be a relational web accessible database including all allowances. (scheduled preliminary capability, 7/02)**
- **NAVICP working to identify ships in the Pre-99 timeframe where allowances were not sent from NSAF to ASI and re-create their allowance ASI's.**
- **NAVSEA is investigating ASI 127-132 fallout issue to determine the impact and what needs to be done to fix the problem.**
- **There is a degree of non-standardization built into the allowancing process. (Include in business rules)**



What are we doing about it?

- **SIM order qty. Recommend endurance parameter adjustment from 2.5 to 3.0 which should increase net effectiveness by 3% and decrease workload by 25% for SIM. Next step is to determine the benefit of going to SNAPI DBI logic. (Includes EOQ rather than Endurance levels)**
- **The supply support metric is Readiness based ACWT. ACWT will be extracted from OMMS-NG data and be measured by ship class. ACWT will include on board issues therefore requiring a level of ship class COSAL effectiveness as a sub metric.**
- **Weapon systems not meeting availability goals will be reviewed as to there applicability to re-allowancing to meet goals. Cost, Product life expectancy, ship class plans will be considered in this process.**
- **R-Supply,OMMNS-NG and 3M disconnects are being reviewed by NAVSUP/SPAWAR.**



Business Rules for Allowancing

- **Objective is standard allowances across ship classes given configuration, workload, and readiness and cost considerations**
- **RBS...POM 04 Initiatives**
 - *Plug Pre 99 NASF to ASI holes*
 - *Migrate to other platforms where applicable...CG-47, DDG-51*
 - *Optimize Current RBS Systems not performing satisfactory due to allowance deficiencies to Ao goals with objective of meeting the goal, while standardizing allowances*
- **non-RBS...POM 04 Initiative**
 - *Using CG-47 Class determine APL commonality*
 - *identify common APLs that have Not Carried Demand that resulted in Deferred Maintenance due to lack of parts on at least 2 ships... 3M or CASREP*
 - *Analyze allowances to determine benefit of enhancing worst to best*



Business Rules For Allowancing

- **New Installations, new systems or major system upgrades**
 - ***Establish requirements in provisioning***
 - ***Freeze initial allowances until change required based on performance...NSAF for RBS and non-RBS***
 - ***Block upgrades to allowance changes***



What does this mean in English?

- **RBS Portion**
 - ***For DDG-51 class weapon systems, Applies RBS to earlier platform systems that are now demand based but have had RBS applied on later platforms. Will also backfit to CG-47 class like configurations.***
 - ***CG-47& DDG-51 systems not achieving Ao goals, re-optimize***
 - ***Where RBS is applied we assess earlier system Ao to see if Ao is being achieved. Yes = No change, No = Change to common allowance meeting Ao requirements.***
- **(Does not remove parts that are already in place)**



Undistributed Allowances Pre-99 RBS

- **Funds previous RBS allowances undistributed due to transmission problems.**

Deferred Maintenance

- **Looks at all deferred maintenance actions due to lack of parts.**
- **Looks at whether re-allowancing (using demand based model) would satisfy 1 deferred maintenance action. Yes = change, No = No change.**
- **Backfit of additional allowance to all like configurations within ship class.**



Maritime Allowance Working Group

- **Who: FLTs, TYCOMs, NAVSEA, NAVSUP, OPNAV (N-41).**
- **What: Monitor and assess performance of Maritime systems and determine where future allowance change is warranted, prioritize change to systems and platforms, Better define links between fleet requirements and budget processes.**
- **When: Quarterly? Semi-annually?**

- **Making progress on big issues ... lots been driven by the budget cycle ... need to keep focused on the whole project**
- **POM 04 looks promising ... we'll work it hard ... but will need a "friend in court"**
- **Have a frame work for improvements that will enable to say we know the "Real Requirement" and assess it annually**
- **Need your input, direction and support**



POM 04 Maritime Allowance Review

- **Program Description (Where it is today through FY02):**
- **Coordinated shipboard Allowance List (COSAL)**
 - *Developed for each ship to identify items to be stocked to support installed equipment*
 - *Identifies the basis for which an item is stocked, plus nomenclature and nameplate data on equipment and identification data for repair parts.*
- **Allowance tailored based on configuration of equipment registered to ship**
 - *NAVSEA's CDMD-OA records the equipment registered to each ship*
 - *NAVICP's Weapons System File provides the equipment-to-item data.*
- **Navy uses demand-based and readiness-based methods to determine maritime allowances**
 - ***Demand-based method -- Fleet Logistics Support Improvement Program (.5+ FLSIP)***
 - Expected demands (average rate of 0.5 per year) as the demand threshold for an allowance
 - Addbacks based on ship class maintenance records and critical demands (CASREP)
 - ***Readiness-based method - Readiness Based Sparing (RBS)***
 - Operational availability (Ao) the key system performance measure
 - Availability Centered Inventory Model (ACIM) ranks & selects critical candidates by cost and contribution to Ao
 - TIGER considers redundancy, wartime operational profiles, and wartime requirements
 - ACIM and TIGER together optimize support to the weapon system's wartime mission requirements
- **Storeroom(SRI) and operating space(OSI) allowances distributed as Stock Number Sequence Lists (SNSLs) for new COSAL or refresh after overhaul, or shorter ASI product for specific system/APL**
- **Each ship's SNAP database maintains the allowance stock records.**



POM 04 Maritime Allowance Review

- What is the direction it is taking in the future: (Contd)
 - *A) Correct RBS system disconnect and poor performing weapon systems*
 - *ISSUE: Due to systems deficiency some RBS allowances approved prior to 1999 did not get sent to the Fleet via ASIs.*
 - *ACTION: Provide RBS ASIs if previously approved but not executed*
- FY 04: \$21.8M to correct NSAF Pre-99 undistributed allowances (Attachment 1)
 - *ISSUE: Some RBS systems are not performing to Ao goal*
 - *ACTION: For RBS systems not achieving an Ao within 5 percentage points of their goal, re-optimize as needed to improve within 5 percent of goal*
- FY 04: \$ 5.215M to re-optimize RBS systems not achieving Ao thresholds (Attachment 2)
 - *ISSUE: Improve readiness by exporting RBS allowances throughout CG-47 and DDG-51 ships*
 - *ACTION: Replace non-RBS allowances where applicable with RBS allowances*
- FY 04: \$ 0.045M for RBS Systems to export to CG-47's (Attachment 3)
 - *\$ 2.665M for RBS Systems to export to DDG-51's (Attachment 4)*



POM 04 Maritime Allowance Review

- **Program Description (Contd):**
- **Issue -- Allowance disparities and performance effectiveness concerns**
 - *Led PAC and LANT Fleet to request comprehensive review of the maritime process*
 - *Joint review conducted*
 - *FLTs, TYCOMs, NAVSUP, NAVICP, NAVSEA, SEALOG*
 - *Concluded high degree of allowance non-standardization is due to procedural and programmatic causes*
- **Need**
 - *Standard allowances for standard systems*
 - *More focus on maintenance efficiency which will improve readiness*
- **What is the direction it is taking in the future:**
 - *Approach to standardize allowances for standard equipment and improve readiness:*
 - *A) Correct RBS system disconnect and poor performing weapon systems*
 - *B) Develop standard allowances for Non-RBS weapon systems*
 - *C) Institute annual performance reviews with Fleet*



POM 04 Maritime Allowance Review

- What is the direction it is taking in the future (FY03 and beyond):
- B) Develop standard allowances for Non-RBS weapon systems
- ISSUE: Fleet readiness is degraded by deferred maintenance actions due to lack of parts
- ACTION: Develop standard ship class allowances for systems with deferred maintenance actions due to lack of parts
 - *Applied across ship classes (CG-47, DDG 51, FFG 7, SSN 688) and ship groupings ("A" hulls, "L" hulls, "M" hulls, CV/CVNs).*
 - *Developed during initial provisioning*
 - *Standard allowances will be locked in place until there is evidence of inadequate performance*
 - *Will simplify the budget process for each weapon system and reduce churn*
- FY 04: \$46.6M for standard allowances for Deferred Maintenance Supplement (Attachment 5)
- C) Institute annual performance reviews with Fleet
- ISSUE: There is no process to periodically review the performance of the allowance process
- ACTION: Institute an annual FSPC review of ship and weapon system performance
 - *Monitor RBS and non-RBS performance*
 - *Identify problems and prioritize resources*
- Post FY 04: \$3.5M annually to re-optimize RBS systems not achieving Ao goal



POM 04 Maritime Allowance Review Summary

- **FY04 \$70.6M**
 - ***NSAF Pre-99 Undistributed Allowances \$21.8M***
 - ***RBS Systems not achieving Ao thresholds \$ 5.215M***
 - ***RBS Systems to export to CG-47's \$ 0.045M***
 - ***RBS Systems to export to DDG-51's \$ 2.665M***
 - ***Parts-Related Deferred Maintenance Supplement \$46.6M***

- **Post FY04**
 - ***Annual cost to re-optimize RBS systems not achieving Ao goal \$3.5M***



POM 04 Maritime Allowance Review Attachment (1)

- **NSAF Pre-99 Undistributed Allowances**
- **Selection Criteria:**
 - *NSLC analysis of NSAF and NAVICP comparison to Ships History File*
 - *Excluded ships if recent COSAL or decommed FY02-06*
 - *Included only SRI mismatches*
- **Net Reqmt \$ 21.8M (POM: FY04)**
 - *\$ 40.4M Gross tempered by allowance requisition receipt rate*
 - $\$ 40.4M \times 54\% = \$ 21.8M$
- **Ships**
 - *SSN 751 Class 23 Ships \$8,662K*
 - *CG 47 27 \$7,297K*
 - *DDG 51 23 \$2,645K*
 - *FFG 7 35 \$ 618K*
 - *LPDs 11 \$ 613K*
- **Weapon Systems**
 - *CIWS (Surface) \$ 448.9K*
 - *AN/BQQ-10 (SSN 751) \$ 371.9K*
 - *AN/USG-2 (CG 47 & LHD 1) \$ 368.0K*
 - *AN/BSY-1 (SSN 751) \$ 353.8K*
 - *AEGIS (CG 47 & DDG 51) \$ 215.6K*



POM 04 Maritime Allowance Review Attachment (2)

- **RBS Systems not achieving Ao thresholds**
- **Selection Criteria:**
 - *Weapon Systems performing below goal by more than 5 Ao pts*
 - *Performance measured by NSLC RECAP system (uses RBS modeling data and 3M operational/ failure/ repair/ resupply data to compute Ao)*
- **SLQ-32A Reqmt - \$3,475K (POM: FY04)**
 - **(V)2 DDG-51 (17 ships) \$ 680K**
 - **Current Ao .83 / Re-Opt to .90 Goal**
 - **(V)3 DDG-51 & CG-47 (43 ships) \$2,795K**
 - **Current Ao .78 / Re-Opt to .90 Goal**
- **IFF Reqmt - \$1,740K (POM: FY04)**
 - **CG-47 Re-optimization (12 ships) \$ 300K**
 - **Current Ao .87 for RBS / Re-Opt to .95 Goal**
 - **CG-47 Export RBS (15 ships) \$1,440K**
 - **Current Ao .85 for non-RBS / Optimize to .95 Goal**



POM 04 Maritime Allowance Review Attachment (3)

- **RBS Systems to export to CG-47 and DDG-51**
- **CG-47 Reqmt - \$ 45K (POM: FY04)**
- **Selection Criteria:**
 - ***DDG-51 class RBS Weapon Systems common to CG-47's***
- **URN-25 (18 ships) \$ 45K**
 - ***FLSIP Ao .87 / RBS .93***



POM 04 Maritime Allowance Review Attachment (4)

- **RBS Systems to export to CG-47 and DDG-51**
- **DDG-51 Reqmt - \$2,664.8K (POM: FY04)**
- **Selection Criteria:**
 - *Weapon Systems common across DDG-51 class*
- **MK45 MOD2 Gun Mount (13 ships) \$ 845K**
 - FLSIP Ao .72 / RBS .94
- **Ship Service Gas Turbine Generator (3 ships) \$ 270K**
 - FLSIP Ao .79 / RBS .93
- **Propulsion (LM2500/Transmission) (2 ships) \$ 230K**
 - FLSIP Ao .81 / RBS .90
- **Machinery Control System (2 ships) \$ 196K**
 - FLSIP Ao .68 / RBS .96
- **MK46 Optical Sight (7 ships) \$ 166K**
 - FLSIP Ao .64 / RBS .90
- **IFF (2 ships) \$ 140K**
 - FLSIP Ao .864 / RBS Ao .95



POM 04 Maritime Allowance Review Attachment (4)

- **RBS Systems to export to CG-47 and DDG-51**
- **DDG-51 (Contd)**
- **SRS-1(V) CDF (4 ships) \$ 128K**
 - FLSIP Ao .83 / RBS .90
- **SPS-67(V)3 (16 ships) \$ 72K**
 - FLSIP Ao .89 / RBS .93
- **SPA-25G (2 ships) \$ 42K**
 - FLSIP Ao .78 / RBS .87
- **SWG-1A HSCLCS (2 ships) \$ 30K**
 - FLSIP Ao .94 / RBS .97
- **MK160MOD4 Gun Computer Sys (2 ships) \$ 15K**
 - FLSIP Ao .82 / RBS .99
- **Interior Communications (3 ships) \$ 11K**
 - FLSIP Ao .91 / RBS .93
- **URN-25 (3 ships) \$ 8K**
 - FLSIP Ao .84 / RBS .93



POM 04 Maritime Allowance Review Attachment (5)

- **Parts-Related Deferred Maintenance Supplement**
- **Selection Criteria:**
 - *NSLC analysis of 2 years of 3M usage identified EICs with at least 1 JCN*
- **Net Reqmt \$ 46.6M (POM: FY04 thru FY06)**
 - *\$206.2M Gross requirement*
 - *Dropped \$104.9M for RBS systems (minus DD963)*
 - *Dropped \$32.1M for DD963*
 - *Dropped \$2.6M for non-critical (eg, ADMIN HABITABILITY, OUTFIT/FURNISHINGS; HULL STRUCTURE; BOATS, BOAT STOWAGE AND BOAT HANDLING*
 - *Tempered by allowance requisition submission rate*
 - *\$66.5M x 70% = \$46.6M*



POM 04 Maritime Allowance Review Attachment (5)

- **Parts-Related Deferred Maintenance Supplement**

- **265 Ships**

- SSN 688	50 Ships	\$16.0M
- CVs 11	\$10.4M	
- CG 47 27	\$ 6.8M	
- FFG 35	\$ 6.8M	
- M Ships 26	\$ 4.8M	
- L Ships 35	\$ 0.9M	
- DDG 51 32	\$ 0.7M	
- A Ships 19	\$ 0.2M	

- **Impact**

- **4,525 Deferred Maintenance Actions avoided**
 - CG-47 7.4% DMA avoided
 - DDG-51 8.6%
 - SSN-688 5.8%



High Cost Systems Over \$1M

2 Pos EIC	EIC Nomenclature	Grand Total	A Group	Carriers	CG 47	DDG 51	FFG 7	L Group	M Group	SSN 688
		\$ 66,496,258.71	\$ 279,922.14	\$ 14,813,314.91	\$ 9,710,931.01	\$ 984,779.31	\$ 9,695,133.14	\$ 1,336,588.11	\$ 6,751,250.34	\$ 22,924,339.75
	NAVIGATION SYSTEMS (ELECTRONIC AND NON-ELECTRONIC)	\$ 16,257,304.07	\$ 38,897.60	\$ 3,771,730.99	\$ 1,338,912.05	\$ 13,113.06	\$ 1,537,556.49	\$ 252,794.17	\$ 2,377,341.74	\$ 6,926,957.97
L900000	CKT-LN, NAVIGATION SYSTEM	\$ 8,859,167.93		\$ 3,006,430.66	\$ 1,062,252.62		\$ 1,770.58	\$ 101,238.21		\$ 4,687,475.87
LB00000	GYROCOMPASS (CIRCUIT LC AND XLC)	\$ 4,189,164.07	\$ 27,477.26	\$ 155,460.95	\$ 87,487.23		\$ 815,467.25	\$ 89,821.09	\$ 1,676,591.69	\$ 1,336,858.60
	AUXILIARY SYSTEMS	\$ 11,668,398.84	\$ 157,379.15	\$ 2,045,481.34	\$ 2,584,512.76	\$ 73,552.30	\$ 1,193,900.62	\$ 345,151.94	\$ 843,065.81	\$ 4,425,354.91
TF00000	AIR SYSTEMS, COMPRESSED	\$ 1,871,558.41	\$ 16,065.53	\$ 175,894.75	\$ 685,920.96		\$ 388,109.50	\$ 39,646.18	\$ 82,786.15	\$ 483,135.34
TG00000	GAS SYSTEMS, COMPRESSED	\$ 1,784,521.93	\$ 56.60	\$ 148,078.43	\$ 158.99	\$ 58.56		\$ 219.44		\$ 1,635,949.91
	COMMUNICATION AND DATA SYSTEMS	\$ 5,414,321.18	\$ 9,655.31	\$ 1,527,562.11	\$ 567,038.80	\$ 94,689.89	\$ 1,279,839.49	\$ 107,156.23	\$ 358,829.60	\$ 1,469,549.76
	RADAR AND IFF SYSTEMS	\$ 5,233,481.05	\$ 593.16	\$ 3,533,866.35	\$ 1,772.26	\$ 24,638.47	\$ 1,232,971.71	\$ 651.28	\$ 429,975.83	\$ 9,011.98
P400000	RADAR, HEIGHT FINDER	\$ 2,165,308.61		\$ 2,165,308.61						
P300000	RADAR, AIR SEARCH	\$ 1,631,656.50		\$ 732,478.07			\$ 841,498.27		\$ 57,680.16	
	DISTRIBUTION SYSTEMS, ELECTRICAL POWER	\$ 4,168,857.55	\$ 4,004.60	\$ 673,784.13	\$ 2,068,326.11	\$ 205.06	\$ 313,600.06	\$ 66,431.71	\$ 174,198.37	\$ 868,307.51
4700000	CONVERSION SYSTEM, POWER SUPPLY	\$ 2,260,570.03	\$ 1,551.09	\$ 57,013.86	\$ 1,959,369.20		\$ 87,030.46	\$ 17,253.90	\$ 24,724.80	\$ 113,626.71
4100000	SWITCHBOARDS, POWER DISTRIBUTION	\$ 1,471,750.43		\$ 415,041.82			\$ 172,802.66	\$ 27,200.73	\$ 115,065.81	\$ 741,639.42
	COMMUNICATION SYSTEMS, INTERIOR	\$ 3,688,918.27	\$ 2,187.11	\$ 426,176.51	\$ 60,706.36	\$ 15,899.25	\$ 201,265.16	\$ 133,642.70	\$ 132,304.73	\$ 2,716,736.45
M600000	SHIPS ORDER AND INDICATING SYSTEMS	\$ 2,596,259.89		\$ 123,910.82			\$ 72,749.84	\$ 20,905.91	\$ 24,387.62	\$ 2,354,305.68
	ASW SYSTEMS-UW SYSTEMS	\$ 2,612,439.52	\$ -	\$ -	\$ 52,570.64	\$ 8,288.97	\$ 11,236.27	\$ 4.15	\$ -	\$ 2,540,339.50
JG00000	LAUNCHING EQUIPMENT, UNDER WATER	\$ 1,261,115.56								\$ 1,261,115.56
	SONAR SYSTEMS	\$ 2,354,555.62	\$ 454.97	\$ 13,361.31	\$ 102,413.86	\$ 47,724.52	\$ 226,836.43	\$ 8,563.29	\$ 42,498.31	\$ 1,912,702.93
R400000	SONAR SYSTEMS, CLASSIFICATION	\$ 1,668,794.49								\$ 1,668,794.49
	AVIATION SHIP INSTALLATION	\$ 2,252,753.40	\$ 1,404.08	\$ 295,224.61	\$ 755,649.49	\$ 115,195.48	\$ 1,055,623.52	\$ 29,638.13	\$ 18.08	\$ -
7C00000	RECOVERY EQUIPMENT, AIRCRAFT	\$ 1,562,868.13	\$ 35.74	\$ 49,258.39	\$ 580,339.17	\$ 78.13	\$ 933,156.70	\$ -		
	COUNTERMEASURE SYSTEMS, ELECTRONIC AND MECHANICAL	\$ 2,102,825.92	\$ 2,130.52	\$ 118,770.85	\$ 390,706.91	\$ 6,062.98	\$ 297,584.94	\$ 54,685.94	\$ 910,708.83	\$ 322,174.95
	PROPULSION SYSTEM, MAIN-STEAM, MECHANICAL	\$ 1,427,780.37	\$ 10,887.73	\$ 589,565.38	\$ -	\$ 10,810.84	\$ 183.32	\$ 98,160.11	\$ 18,549.92	\$ 699,623.06
	PROPULSION SYSTEM, MAIN GAS TURBINE, MECHANICAL	\$ 1,352,880.86	\$ 3,591.64	\$ 2,784.33	\$ 962,689.56	\$ 2,745.92	\$ 362,200.18	\$ 10,214.48	\$ 8,654.84	\$ -
	COMBAT SYSTEMS	\$ 1,274,100.37	\$ -	\$ -	\$ 23.23	\$ 33.93	\$ 1,274,025.45	\$ 17.76	\$ -	\$ -
	GENERATION SYSTEMS, ELECTRIC POWER	\$ 1,187,837.92	\$ 8,457.54	\$ 214,015.56	\$ 116,636.44	\$ 1,412.63	\$ 155,432.44	\$ 62,505.45	\$ 237,871.72	\$ 391,506.14



Execution Planning (Fully Funded) Based on POM Input

- **Allowance Standardization**
 - *Applies RBS allowances to deployed systems where currently there is a mix of demand-based allowances and RBS allowances. Ensures ships of the same class with the same configuration have like allowance packages.*
\$8M
- **Undistributed Allowances**
 - *Funds RBS allowances that were previously programmed and budgeted but went undistributed due to errors in transmission*
\$22M
- **Deferred Maintenance**
 - *Funds additional allowances that have caused deferred maintenance actions due to lack of parts and standardizes these allowances. Allowances will be locked in place until there is evidence of inadequate performance.*
\$47M
- **Total \$77M**



Action Item Review

- **Review SIM criteria from 2 hits in 6 months to 2 hits in 12 months (011115-04) SUP 4B2**
 - *Cost out RBS and non-RBS ACWT initiatives to establish standard allowances (011115-06) 4b2*
 - *Results of CIWS: review concerning the degrading Ao performance (011115-07)*
- **Status - 2/22/02**
 - *Per NAVSUP 4B2D, the criteria change would only increase effectiveness by 0-1%. It would cost more and the churn from year to year would be a real problem. Based on analysis, it is not recommended and it is requested this action item be closed*



Action Item Review

- **SUP 4B2 follow-up on RSupply trouble report regarding Fund Codes being dropped which impacts allowancing and advise ALCON (011115-05)**
- **Status: 2/22/02**
 - ***CLF/CPF N43 OMNS-NG POCs have advised the NAVSEA ONMMS-NG FM that OMMS-NG "Freeze" should remain in effect and that only critical Trouble Reports (TRs) need to be addressed by SSSC. All non-critical TRs or CPs would be handled on a case by case basis. Anyone wishing to submit such items for a review should submit all non-critical items to the NAVSEA OMMS-NG FM (panditkb@navsea.navy.mil) via their Fleet POCs***

- **SUP 4B2/Sea 04L4 (SEALOG N50) to cost out RBS and non-RBS ACWT initiatives to establish standard allowances across ship classes. Provide draft POM 04 paper by end of December 01. Provide status at March FLSIC (011115-06)**
- **Status: 02/22/02**
 - *NAVSUP 4B has prepared a POM 04 paper that addresses RBS and non-RBS ACWT initiatives. NAVSUP will provide a status report at the March FLSIC along with discussing implementation criteria*



Action Item Review

- **SUP 4B2 to report results of CIWS (and other systems) review concerning the degrading performance in relation to the Ao and what the application Program Manager's plan of action is to increase performance (011115-07)**
- **Status: 02/22/02**
 - ***The PEO Program Office is in the process of upgrading the onboard spares for CIWS and once they finish implementing their configuration upgrade they should meet or exceed their Ao goal. Peo response as follows:***
 - **CIWS Ao goal is 86% not 90% as previously thought**
 - **CIWS overhaul plan calls for 46 mounts a year to be overhauled, PEO is funded to 6. If proper overhaul funding is provided, expect to increase availability by .07**
 - **PBL response time for secondary items has been very good, need to get DLA items under PBL arrangement (Increase Ao by .03)**
 - **Technical adds for high failure items in progress (.1 to .15 increase in Ao)**
 - **Upgrades to newer configuration plus ECs. (047 increase in Ao)**
 - ***PEO is working to have these issues funded so as to have CIWS meet or exceed Ao goals. Currently CIWS is at between 78 and 80% Ao depending on the configurations assessed***